

LAND UNIT A

CHARACTER

This land unit is located on the south side of the Innovation Center Metrorail station. It is bounded on the north by the Dulles Airport Access Road and Toll Road (DAAR, Route 267), on the east by Centreville Road, on the south by Frying Pan Road, and on the west by Route 28, Washington Dulles International Airport and the Loudoun County boundary. Land Unit A encompasses the highest planned intensities in the Dulles Suburban Center (Figure 12). Figure 13 illustrates the relationship of the planned Innovation Center Station platform, including ¼ and ½ mile distances from this station platform, to Land Unit A.

Land Unit A consists of approximately 645 acres, the majority of which is located in the Phase 2 Dulles Rail Transportation Improvement District. Existing development includes a mix of office, multi-family residential, hotel and retail uses. Institutional uses include churches and Coates Elementary School. There remain areas of vacant land, some of which are located in the Transit Station Area near the planned Metrorail station and over 75 acres located along Frying Pan Road. The Merrybrook Run Stream Valley traverses the land unit and represents a constraint upon development and a natural open space amenity for the adjacent properties.

RECOMMENDATIONS

Land Use

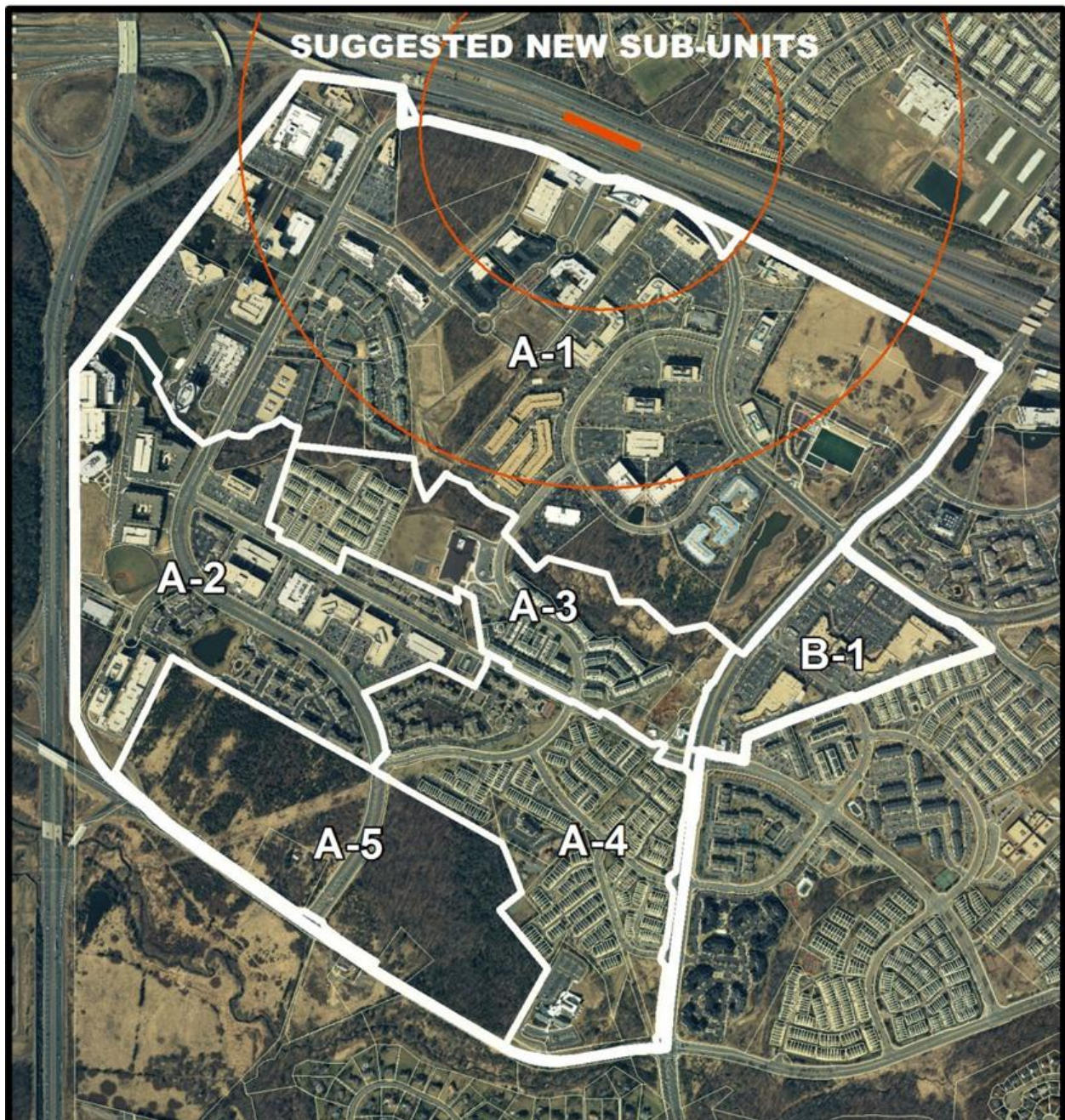
General Land Unit Recommendations

Land Unit A includes the southern portion of the Innovation Center Transit Station Area as shown in Figure 13. The planned land use pattern focuses growth within walking distance of the Metrorail station. Intensities will be highest in areas with the closest proximity to the station, tapering down to lower density areas in the rest of the land unit. The sub-units south of the Merrybrook Run Stream Valley contain areas that should maintain their existing character, uses and intensities and provide an appropriate transition to the adjacent planned residential communities and existing stable residential neighborhoods.

This land unit is planned for a complementary mix of land uses including office, residential, hotel and support retail. A cohesive mixture of residential and non-residential uses should provide convenience to those who live and work in the area. Development in this land unit should provide for the incorporation of future transit related facilities and pedestrian and vehicular access to transit. The following table compares 2012 development levels to the planned development potential.

Land Use	2012 Land Use	Current Plan
Residential	3,970,800 sq.ft. (3,309 units)	11,732,272 sq.ft. (9,777 units)
Office	4,755,295 sq.ft.	9,942,438 sq.ft.
Retail	323,114 sq.ft.	612,101 sq.ft.
Industrial	34,650 sq.ft.	0
Institutional	343,443 sq.ft.	149,173
Hotel	858,184 sq.ft.	2,093,295 sq.ft.
Total	10,285,486 sq.ft.	24,529,278 sq.ft.

Land use recommendations for Land Unit A are organized by “sub-units” which are shown on Figure X. Within each sub-unit, the Plan provides recommendations for planned use and intensity.



Sub-Unit A1: Innovation Center Transit Station-South

Sub-Unit A1 is the southern portion of the Innovation Center Transit Station Area and is developed with a mix of office, hotel, residential and support retail uses. The planned land use pattern is for transit-oriented development (TOD) which focuses growth within walking distance of the Metrorail station. Intensities will be highest in areas with the closest proximity to the station, tapering down to transition to lower density areas in the rest of the sub-unit. To provide guidance on how intensity will gradually decrease with distance, the sub-unit is divided into three areas as shown on the table below.

Sub Unit A1 Tiered Planned Intensity *	
Distance From Metrorail Station	Range of Intensity (FAR)
Tier 1: Within ¼ Mile	2 to 3 FAR
Tier 2: ¼ to ½ Mile	1 to 2 FAR
Beyond ½ Mile	0.75 to 1.5 FAR

***[NOTE: The Work Group and Staff have yet to make a final recommendation on planned intensity and levels of development. These ranges come from the Work Group's work in 2011 and are subject to change.]**

The mixed-use recommendations that follow seek to establish parameters for future development by suggesting percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives.

Tier 1: Within a ¼ Mile from Metrorail

This area is planned for a balanced mix of office, residential, hotel and retail uses. The percentage of office uses should be approximately 43% of development in Tier 1. Individual developments may have flexibility to build more than 43% of office if other developments are built or rezoned with a use mix that contains proportionally less office. The residential component should be on the order of 50% or more of total development in this area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2% of development. Retail should support the residents' and employees daily needs so as to minimize vehicle trips. Hotel uses are encouraged and may comprise up to 5% of Tier 1 development.

Tier 2: ¼ to ½ Mile from Metrorail

The Tier 2 area is planned predominantly for residential uses with a mix of other uses including office, hotel and supporting retail. The residential component should be on the order of 48% or more of total development. The percentage of office uses should be approximately 38% of development. Individual developments may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 Area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2% of development. Retail should support the residents' and employees daily needs so as to minimize vehicle trips. Hotel uses are encouraged and may comprise up to 11% of Tier 2 development.

Tier 3: Beyond ½ Mile

Tier 3 is planned predominantly for residential uses with a mix of other uses including office, hotel and supporting retail. The residential component should be on the order of 44% or more of total development. The percentage of office uses should be approximately 51% of development. Individual developments may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 3 Area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2% of development. Retail should support the residents' and employees daily needs so as to minimize vehicle trips. Hotel uses are encouraged and may comprise up to 3% of Tier 3 development.

Sub-Unit A2

Sub-Unit A2 is approximately 110 acres and is planned for a mix of land uses including office, hotel, support retail and residential uses at an intensity of .50-1.0 FAR. This sub-unit is primarily developed with mid-rise office and garden apartments. Other uses include a church and park uses such as a baseball diamond and stream valley park land. This area is planned to maintain the existing character, uses and intensities and provide an appropriate transition to the adjacent existing and planned residential communities.

Sub-Unit A3

Sub-Unit A3 is approximately 65 acres and is developed with townhouses and condominiums. Other uses include the Lutie Lewis Coates Elementary School and a church. The northern part of the sub-unit consists of the Merrybrook Run Stream Valley. This sub-unit is planned for residential uses at a density of 8-12 du/ac and is planned to maintain the existing character, uses and intensities. Opportunities to provide pedestrian paths to the north should be sought to improve accessibility to the Metrorail station.

As an option, parcels 16-3((1)) 6A, 6B and 36 located at the intersection of Centreville Road and Coppermine Road may be appropriate for a mix of uses at .5-1.0 FAR including a combination of office or hotel and retail uses to include eating establishments, financial institutions and other service uses, excluding automobile intensive uses and drive through uses except as may be associated with financial institutions.

Sub-Unit A4

Sub-Unit A3 is approximately 85 acres and is developed with garden apartments west of River Birch Road and townhouses and two churches to the east of River Birch Road. This sub-unit is planned for residential uses at a density of 12-16 du/ac. This area is planned to maintain the existing character, uses and intensities and provide an appropriate transition to the adjacent existing and planned residential communities.

Sub-Unit A5

[NOTE: This is the current Plan text for this land area. The Work Group will be asked to consider making revisions to the current Plan text or adding another option.]

Parcels 15-4((1))25, 26A, 26B and 24-2((1))5, which are located northeast and northwest of the intersection of Sunrise Valley Drive and Frying Pan Road, are planned for mixed use, which may include office, hotel, community serving retail, and residential uses, at .50-1.0 FAR. A maximum of 300,000 square feet of retail use may be appropriate. However, no more than 150,000 square feet of retail use should be located in either quadrant. The retail use should be an integrated component of a mixed use development. Any development proposal should adhere to the Urban Design Guidelines for the Dulles Suburban Center and the general recommendations for Land Unit A. In addition, the following conditions should be met:

- Any community serving retail uses should be physically and functionally integrated with other uses on the property. Portions of the retail component should be structurally combined with office, hotel, and/or residential structures;

- Community serving retail uses should incorporate a site design, a mixture of uses and the public spaces necessary to ensure that the retail component functions as an activity center that provides services to the area's residents and appropriate spaces for gathering and interaction;
- A mixed use concept should be designed such that the more intense commercial, retail, hotel, and office uses are appropriately buffered from adjacent residential use to the north. Similarly, the residential components of a mixed use development located at or near edges of the property should incorporate a general bulk, mass, design and architecture that ensures compatible transitions to adjacent residentially planned, zoned or developed properties;
- Opportunities for shared parking between uses with different parking needs should be explored in order to use valuable land more efficiently and to reduce the amount of impervious surface;
- Efficient and convenient pedestrian access should be provided among all uses on the property; and
- Any mixed use proposal should include a commitment to dedicate land and/or facilities to FCPA that is sufficient for the development of a mix of local-serving park facilities to support a variety of park experiences in accordance with the Dulles Suburban Center Major Objectives, Land Unit A General Recommendations and adopted parkland and facility service level standards.

There may be a need for an additional high school in the western portion of the county served by Westfield, Chantilly and Centreville High Schools because of existing and projected overcrowding at this level. If the need for a new high school has been determined and a high school site has not been acquired by the time a rezoning application is under review, then the applicant must demonstrate that the impacts of the development can be mitigated by other means that meet the approval of Fairfax County. Mitigation measures may include, but are not limited to:

- Provision of land for additional facilities, such as vocational training, academy programs and adult learning centers, that are currently provided at existing schools which could be relocated to the site that is the subject of the rezoning application;
- Financial contributions that would facilitate the acceleration and/or construction of new facilities or the expansion of existing facilities;
- Financial contributions for, or donations of, equipment and other items that increase the utilization or efficiency of existing facilities; and
- Measures that facilitate better utilization of existing school facilities from an operational standpoint, or other solutions to increase utilization of under-capacity schools.

[NOTE: This outline lists topics that could be addressed in these sections. The lists may be revised in the course of the study.]

Transportation

1. Grid of Streets / Road Network
 - Street Types
2. Transportation Management
 - Transportation Demand Management
 - Parking Management
3. Trails
4. Bicycle Network

Environmental Stewardship

1. Stormwater Management
2. Natural Resource Management
3. Green Building

Public Facilities

1. Parks and Recreation
2. Schools

Urban Design